

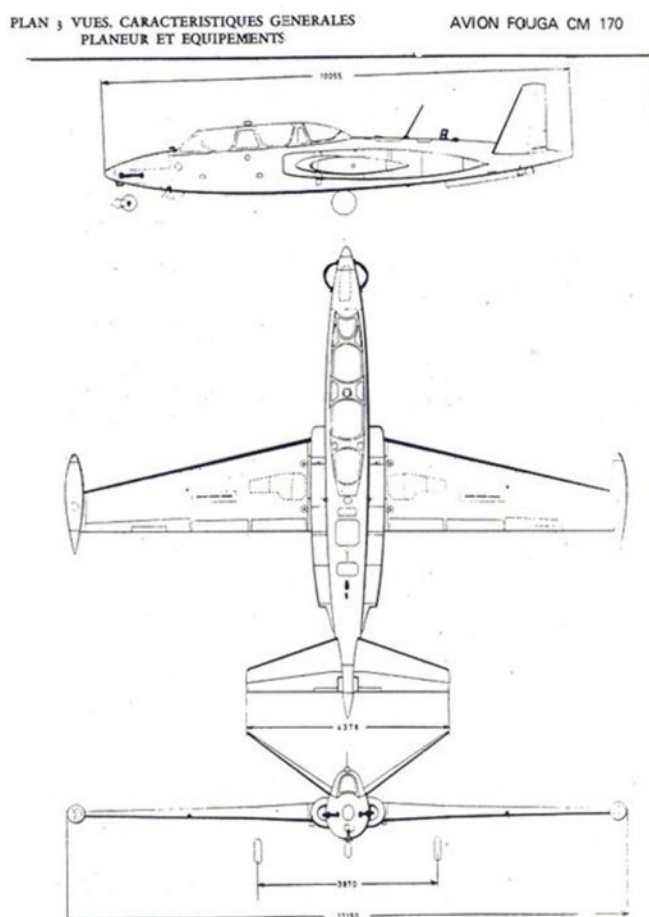
Fouga Magister CM.170 Austria Air Force ("Österreichische Luftstreitkräfte")

(1/32 scale) (other scales possible)

INTRODUCTION

The Magister CM.170 was designed in the 1950s as a two-seat jet trainer aircraft by the French aircraft company Fouga (Potez). It was the first dedicated jet trainer and first flight was in July 1952. It had a unique V- butterfly tail configuration and 2 small Turbomeca Marbore engines. Soon, orders were obtained and it was manufactured during the mergers of various French companies (including Potez, Sud aviation). The CM.175 Zéphyr was a carrier-capable version for the French Navy.

The Magister was not only used by France but by dozens of air forces as well (including West-Germany, Finland). Potez took over Fouga in 1958. License production was at Union Sud in West-Germany, Valmet in Finland and IAI producing the Tzukit for Israel. Magisters were used in several wars across the Globe. Including 13 prototypes, 862 Magisters were manufactured. A few Magisters are still flying.



MODEL KITS

In 1/32 scale DACO of Belgium released a detailed injection moulded Magister kit in 2024.

DECAL SYSTEM and APPLICATION

The laser printed decal sheet has ONE continuous print film, so EACH decal needs to be cut out with fine scissors. No other prior decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on the model surface. Do not use tweezers! They will fold double!

Note that a decal that contains a white or light section has often an extra accompanying white decal to put underneath on dark surfaces. On the decals sheet you will often see an "arrow" to indicate this way of application (on white under surfaces, the white section is optional).

After all decals have been applied, finish the model with your preferred final gloss coat also to protect the decals.



AUSTRIA AIR FORCE

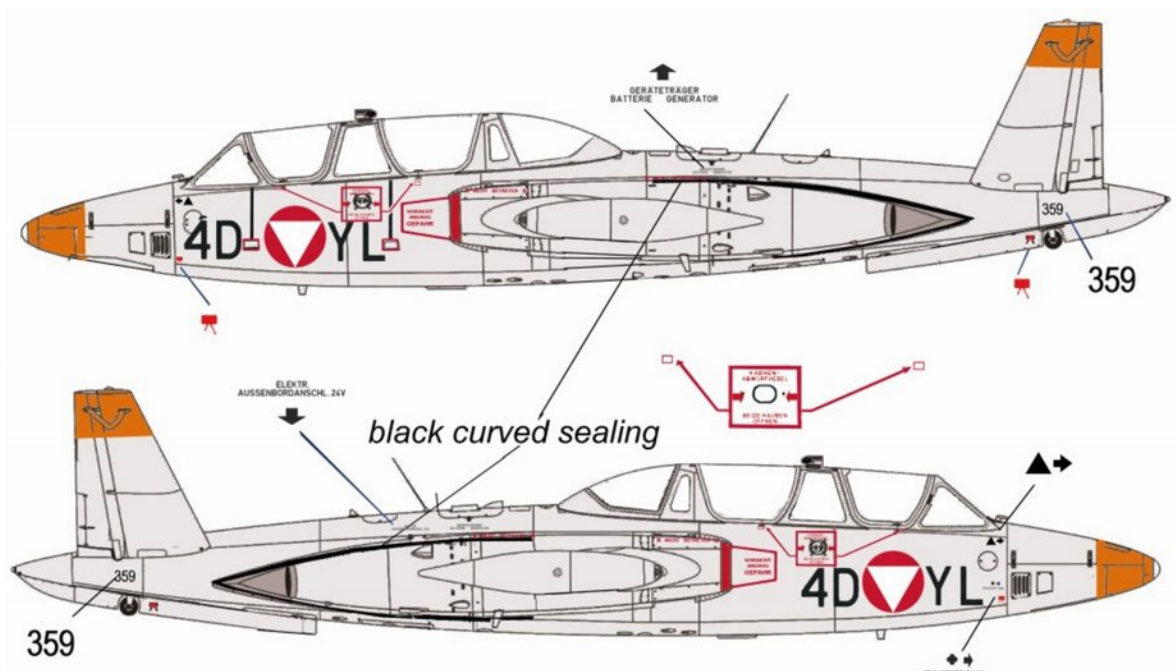
The Österreichische Luftstreitkräfte operated some 18 Fouga Magisters with the first arriving in 1959. Magisters were coded 4D-.. Magisters were flown until 1972. (Some of these jets were then sold to Ireland / Eire and other air forces).

PAINTING AND DECALS

Decals are for several Magister schemes flown. They had the same basic scheme.

Cockpit interior mostly black with seat cushions leather. These Magister jets did not have the 2 U-shaped nose antennas. The antennas were a bit different than standard. The amount of stencilling varied on a Magister.

It is recommended to study references and internet as there are some variations in schemes.

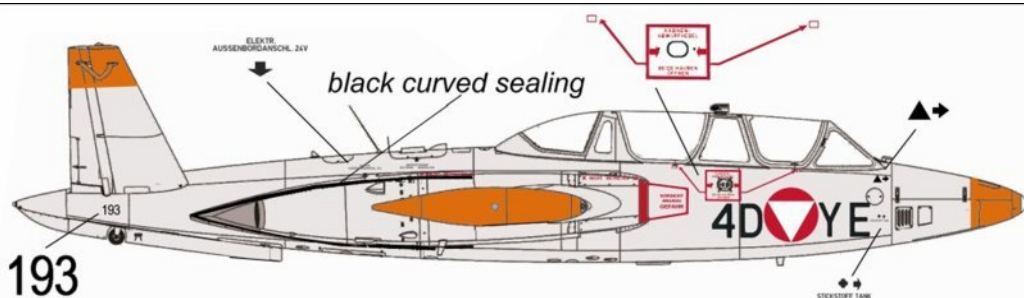


[A] Magister coded 4D-YL (serial 359) was delivered October 1962 and flew until October 1971. It has a natural metal finish in the standard symmetrical scheme.

Red intake lip, inside edge and splitter plate. Red rescue markings below the canopies and intake warnings. Larger roundels at upper and lower wing tips and small roundels on fuselage as standard

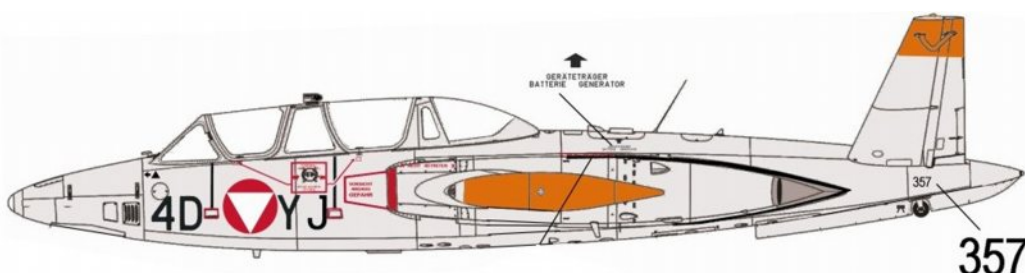
Often the engine bays sealer is seen as black outlines. Black decal stripes are provided; set these in a curve and trim to size on upper and lower bay edges.

Orange nose tip and upper ends of v-tail.



[B] Magister coded 4D-YE (serial 193) was delivered beginning 1959 and flew until 1969. It has a natural metal finish with standard symmetrical scheme.

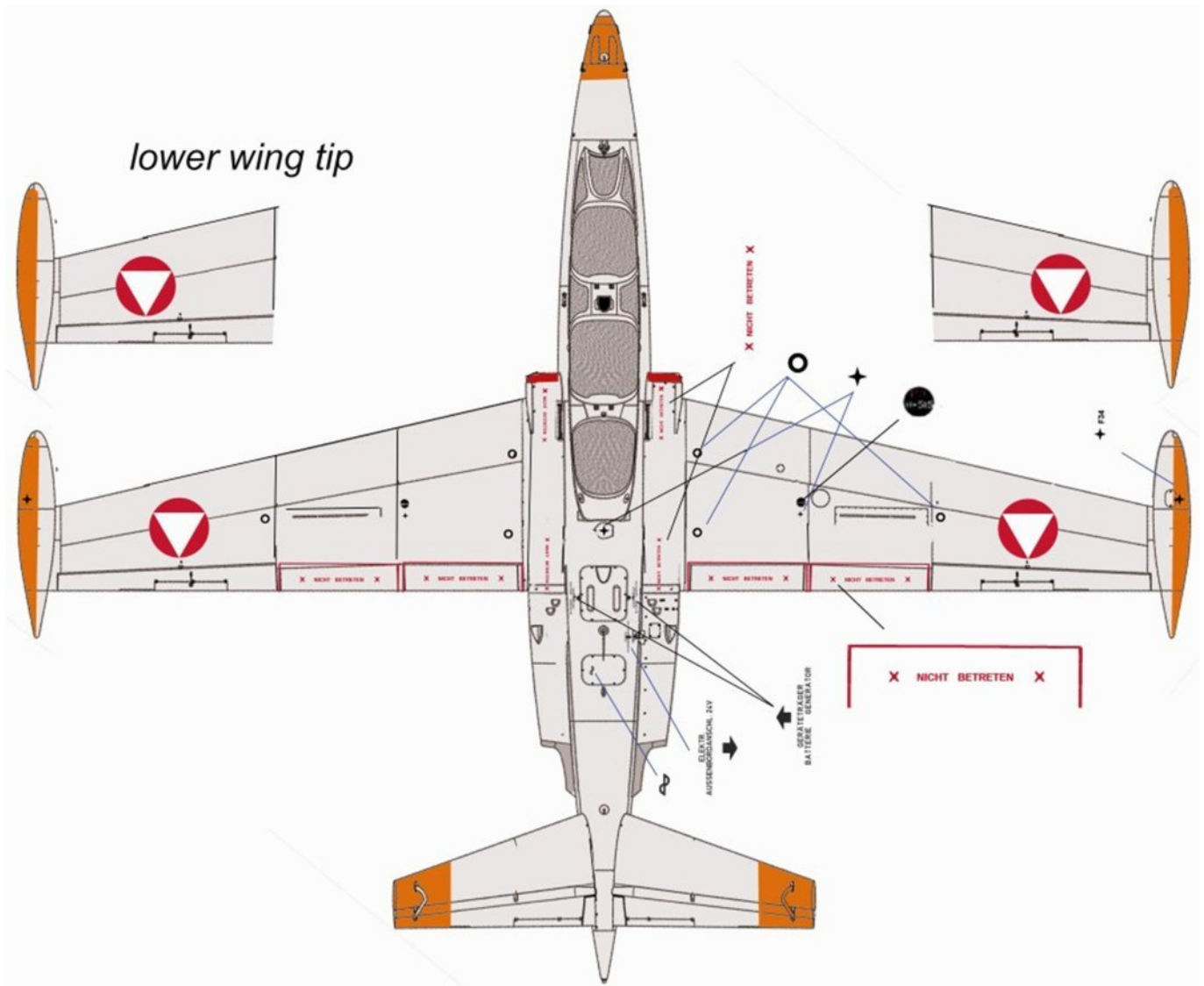
Often the engine bays sealer is seen as black outlines. Orange nose tip, upper ends of v-tail and outboard surfaces of wing tip tanks.



[C] Magister coded 4D-YJ (serial 357) was delivered October 1962 and flew until October 1971. It has a natural metal finish with standard symmetrical scheme.

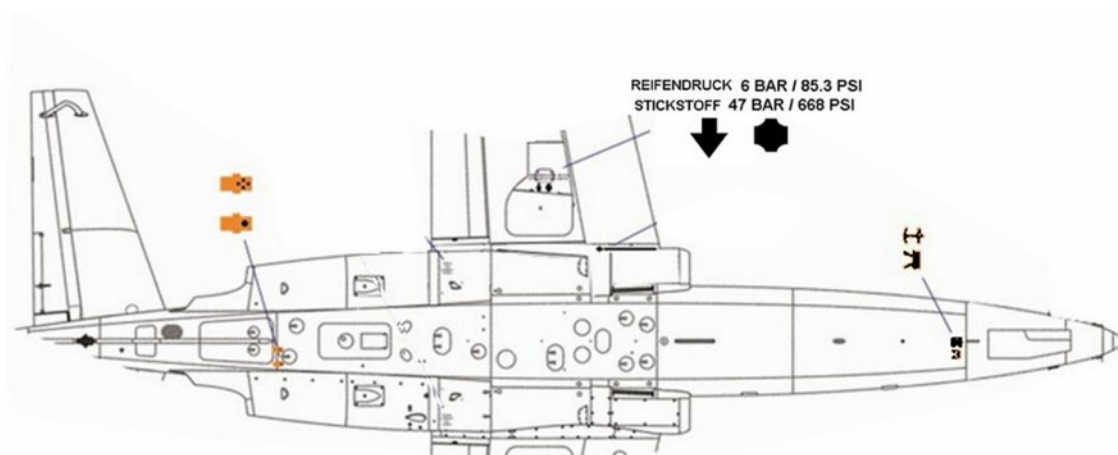
Orange nose tip, upper ends of v-tail and outboard surfaces of wing tip tanks.

TYPICAL UPPER AND LOWER SCHEMES



Standard larger roundels at upper and lower wing tips at slightly different spanwise positions.

The "no step" markings are a bit unclear.



Stencils varied and not always clearly seen. See the drawings.

More stencils are on the sheet as studying photos may reveal these.

Please visit website: www.aircraftinplastic.com

© copyright 2025